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NWMA Interreg II C PROJECT

VLIZ (vzw)  
VLAAMS INSTITUUT VOOR DE ZE  
FLANDERS MARINE INSTITUTE  
Oostende - Belgium

# SAIL

*Schéma d'Aménagement Intégré du Littoral*

*Integrated Coastal Zone Management*

## Report Workshop West Flanders

22 - 23 March 2001





## **Report Workshop West-Vlaanderen**

**22 - 23 March 2001**

During two days, the SAIL partners came to visit West Flanders to have a look at the local SAIL projects. This fourth workshop focused on the theme of "regeneration".

### **Thursday 22 March 2001**

In the morning the guests were expected in the Province House Boeverbos in Sint-Andries where several people gave presentations linked to the coastal zone. Kathy Belpaeme, expert on Integrated Coastal Zone Management, kicked off with an introduction on the Flemish coast and the different problems involved. She talked about the characteristics of the Belgian coast, the players in the coastal zone, as well as the main conflicts and the vision and policy for the coastal zone. After this introduction, Bern Paret, co-ordinator of the SAIL projects in West Flanders, introduced the projects to the partners, which would be elaborated and visited in the afternoon and the next day.

Rik Samyn, Head of the department of External relations, European programmes and area-specific management, talked about the European Objective 2- programme, related to the Flemish coast and based on regeneration and economical reconversion for the fishery-industry. Peter Norro and Alexandre Lefebvre gave a lively introduction to the Waste management Strategy project and the summer campaign which aims at persuading tourists and inhabitants in the coastal zone to think about the waste problem.

After these introductions, the group (counting about 30 people) headed for Oostende. In this coastal town a visit was organised to the Spuikom and the right bank-site. Jan Seys, member of the Flanders Marine Institute, explained the history and the future of this basin. The visit continued with a brief look at the right bank of the harbour where the problem of regeneration is obvious. Kathy Belpaeme explained the different problems and future projects. Eventually, we stopped at the Fort Napoleon, where we were welcomed by Michel Seeger, who guided us through this remainder of the Napoleonic wars. In this magnificent building a lunch was offered to the workshop participants.

In the afternoon, the bus took us to the Westcoast along the 'Royal road', while Kathy Belpaeme explained the different problems along this road : trams, high buildings, unwanted presence of camping sites, etc. Arriving in Nieuwpoort and the estuary of the IJzer, Bern Paret talked about the importance of this river and its locks during the first World War. After a short introduction about the nature reserve of the IJzer Estuary, where an old military complex was broken down for nature management reasons, a visit was made to the nature reserve "De Doornpanne". We took a short walk in the nature reserve and got explanations on the infiltration project of the IWVA water company. While drinking a coffee, the partners could look around in the visitor centre where flora and fauna of the nature reserve and the activities of the water company are presented.

Half an hour later, we were expected in the nature reserve "De Westhoek" in De Panne. Marc Leten, guard of the nature reserve, guided the group through this beautiful nature reserve and



explained the numerous problems he is facing regarding the management of this unique dune area. After this tiring walk, everybody went on the bus, back to Brugge where a the dinner was enjoyed by all.

### **Friday 23 March 2001**

Facing problems like traffic jams and bad weather, we started our visit to the Zwin region with some delay but still quite early in the morning. We drove along the canal towards the city of Damme. Tom Vermeersch, area worker nature and environment, explained the plans to build a bridge for walkers and cyclists, thus linking the old ramparts to enhance the possibilities to recreate in the area. The ramparts will also be restored (in the framework of Euregio Scheldemond) and are now excellent places for nature conservation. The foreseen walk on the ramparts was cancelled due to the heavy rain, but this was a good excuse to stay a while longer in the visitor centre of Damme, where Tom and Michel Gilté of the West-Flemish association of leisure time, gave a brief but interesting introduction on the history of the Zwin region and the study they are preparing in the framework of the SAIL project. We proceeded along the canal and received information about dikes and specific elements in the landscape. Unfortunately, due to the foot and mouth disease, we couldn't visit the farm and have a look at the new plantations. However, Kristof Vermeersch gave us an idea of these landscapeplans and the working process.

After half an hour we reached Zeebrugge, where Anton Jacobus, area worker tourism and recreation, gave information about the regeneration project for the old fish auction site. After the lunch in the "Fishbone", Peter Norro guided us through the port of Zeebrugge. We stopped in 'de Fonteintjes' and the old site of the carcoke factory to introduce some major problems connected to the port. After this rather ugly remainder of the industrial harbour, the partners went back to the more beautiful city of Brugge. Clive Gilbert, chairman of the SAIL steering group, thanked the organisers and wished everybody a safe return.



**Programme**  
**+**  
**Participants**





## Programme SAIL Workshop West Flanders

### Wednesday 21 March 2001

between 12h00-13h30 : check-in in Grand Hotel du Sablon

14h00 : SAIL Steering group meeting in meetingroom in "Provinciaal Hof" (on Market Place) → only for members of SSG

19h30 : dinner in Brugge

### Thursday 22 March 2001

9h00 : start SAIL workshop in meeting room n° 1 Provincial House Boeverbos

- ICZM in West Flanders - which conflicts/problems are we facing ?  
→ presented by Kathy Belpaeme
- general presentation of the SAIL projects in West Flanders  
→ presented by Bern Paret
- Objective 2 - Coast (stressing the aspect 'regeneration')  
→ presented by Rik Samyn (Head of department External relations, European programmes, area-specific management)
- Project Seasonal tourism pressures : waste management  
→ presented by Peter Norro (Dep. environment & waste mgmt)
- overview of excursions → presented by Françoise Lantsoght

10h30 : departure by bus → direction Ostend

11h00/11h15 : arrival in Ostend → Spuikom + site Oosteroever : tour + explanations by Jan Seys from VLIZ (Flanders Maritime Institute)

12h00 to 13h00 : short visit of Fort Napoleon with explanations by Michel Seeger (Flemish Heritage Foundation) + sandwichlunch on location

13h00 : departure by bus to westcoast → illustration of coastal problems

14h00 : arrival in "de Doornpanne" → short walk & explanations in visitor center

15h00 : continue trip to Westhoekduinen

15h30 : arrival in nature reserve Westhoek : walk + explanations





17h30 : back to Brugge  
19h30 : dinner in Brugge

**Friday 23 March 2001**

8h30/8h45 : pick-up participants near hotel  
trip by bus to Damme

9h00 : arrival in Damme (visitor center)  
- presentation project Zwin & Ecotourism infrastructure  
- visit on location

by 11h00 : departure by bus to Zeebrugge

11h30 : explanations about the regeneration of this site

12h00 : lunch in restaurant Fishbone

13h00 : guided tour in port area  
till ±14h30, then back to Brugge, departure participants

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Information about hotel accommodation :

Grand Hotel du Sablon,  
Noordzandstraat 21, 8000 Brugge  
Tel : 050/33 39 02 Fax : 050/33 39 08  
info@sablon.be



## Overview participation SAIL Workshop in West Flanders



	<b>Steering Group meeting (Provinciaal Hof) 14h00</b>	<b>Presentations + excursion on Thursday 22/03/2001</b>	<b>Presentations + excursion on Friday 23/03/2001</b>
1	Françoise Lantsoght (W Fl.)	Françoise Lantsoght (W Fl.)	Françoise Lantsoght (W Fl.)
2	Kathy Belpaeme (W Fl.)	Kathy Belpaeme (W Fl.)	Kathy Belpaeme (W Fl.)
3	Bern Paret (W Fl.)	Bern Paret (W Fl.)	Bern Paret (W Fl.)
4	Clive Gilbert (Kent)	Clive Gilbert (Kent)	Clive Gilbert (Kent)
5	Linda Bridge (Kent)	Linda Bridge (Kent)	Linda Bridge (Kent)
6	M-C Declémy (Kent)	M-C Declémy (Kent)	M-C Declémy (Kent)
7	Alex Midlen (Essex)	Martin Hall (Kent)	Martin Hall (Kent)
8	William Leroy (France)	Margaret Wright (Kent)	Margaret Wright (Kent)
9	Renske de Jong (Zeeland)	Alex Midlen (Essex)	Alex Midlen (Essex)
10	Tiny Maenhout (Zeeland)	Suzanne Gattrell (Essex)	Suzanne Gattrell (Essex)
11		Nicky Spurr (Essex)	Nicky Spurr (Essex)
12		Carol Reid (Essex)	Carol Reid (Essex)
13		William Leroy (France)	Renske de Jong (Zeeland)
14		Patrick Geldhof (W Fl.)	vervangster T.Maenhout (Zeeland)
15		Vincent van Dijk (Zeeland)	Jochem Bus (Zeeland)
16		Renske de Jong (Zeeland)	Miranda de Lange (Zeeland)
17		Tiny Maenhout (Zeeland)	Nathalie Colpaert (W Fl.)
18		Jochem Bus (Zeeland)	Vincent van Dijk (Zeeland)
19		Miranda de Lange (Zeeland)	Peter Norro (W Fl.)
20		Nathalie Colpaert (W Fl.)	Anton Jacobus (W Fl.)
21		Leen Ervinck (W Fl.)	Tom Vermeersch (W Fl.)
22		Rik Samyn (W Fl.)	Michel Gilté (W Fl.)
23		Peter Norro	Kristof Verhoest
24		Hilde Cnockaert	Pauwel Bogaert
25		Alexandre Lefebvre	Alexandre Lefebvre



**Thursday 22 March 2001**

**Presentations  
&  
Excursions**





Thursday 22 March 2001

9h00 : start SAIL workshop in meeting room n° 1 of Provincial House  
Boeverbos → presentations

- ICZM in West Flanders - which conflicts/problems are we facing ?  
→ presented by Kathy Belpaeme
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## INTRODUCTION SAIL WORKSHOP: 22ND MARCH 2001

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### Content:

1. Characteristics of the Belgian coast
  2. Who are the players in the coastal zone?
  3. Main conflicts (6 categories)
  4. Vision and policy for the coastal zone.
- 

### 1. Some characteristics of the Belgian coast

- Belgium has a fairly straight coastline, of approximately 65 km long. The Belgian coast is a sedimentary plain, consisting of sandy banks in the shallow sea, sandy beaches and dunes. Behind the dunes the low-lying polders dominate the landscape. The length of the stretch of the polders inland varies between 10 and 20 km. The sandbanks in front of the coast are very important to the marine fauna, and are proposed as protected sites within the frame of the habitat directive. One river flows into the sea: the IJzer in Nieuwpoort (see excursion in afternoon).
- The beach is gently sloping and varies in width. At low tide the width of the beach varies along the coast between 500 m and less than 200 m. In several places the beach plays an important role for coastal defence. Stone groins are used to catch and stabilise the sand. The general trend is that there is an accretion of sand at the West and central part of the coast (exception = Koksijde), and that the erosion is at the highest level between Bredene and Wenduine (Blankenberge).
- One other important factor for the coastal defence in Belgium is the dune belt in front of the polders. Most of this dune belt has been stabilised by vegetation and it is generally less than 20 m high, and at certain point along the east-coast only a very small strip remains. The dune belt varies in width. It's maximum reaches 3 to 4 km near the French border (Westhoek dunes, excursion afternoon). In this nature reserve parabolic dunes can still be found. In other parts of the coast, the width varies between only 50 m up till 500 m (big difference between east and west coast). Many of the threats in the dune areas will be illustrated at the excursion this afternoon (buildings in dune areas, camp sites, fragmentation effect of roads, etc.).
- The surfaces of the dunes has dramatically decreased during the last century. At the end of the 19<sup>th</sup> century there were some 6.000 ha of dunes, today 3.600 ha remain, in a very fragmented pattern remain. Road construction, need for housing, tourism development and expansion of economical activities are the basis of this decline in dune areas. Today only about 20% (720 ha) of the dunes are managed as nature reserves.
- Some figures for the population: population density at Belgium coast:  
average density in West-Flanders: 358/km<sup>2</sup>  
average density in Flanders: 438/km<sup>2</sup>  
Blankenberge: **1000**  
Brugge: 534  
Knokke-Heist: 578  
Bredene: **1030**  
Middelkerke: 213  
Oostende: **1804**  
De Panne: 417  
Koksijde 441  
Nieuwpoort: 328  
28% of the population of the province of West-Flanders lives in the coastal zone.



## 2. Who are the players in the coastal zone?

The Flemish coast hosts many activities:

Agriculture: the low-lying polders are rich soils for agriculture. Some problems: green houses, use of pesticides (pollution), great demand for irrigation water, conflicts in terms landscape quality.

Drinking water production in dune areas: examples and problems will be one of the themes of the excursion in the afternoon

Coastal defence: responsibility of the Flemish community. Their mission: protect the low-lying polders from flooding and erosion. Concrete dikes have been constructed from the 1860s until the 1960s. About 35 km (nearly 50%) of our coast is now protected by dikes. As mentioned earlier, some stretches of the coastline are protected by beaches and dunes. Some beaches have for this purpose been reconstructed by means of beach nourishment, which is now the preferred means of coastal defence (cfr. project Oostende).

Port activities: there are four ports along the Flemish coast: two industrial ports in Oostende and Zeebrugge (Peter will tell more about this one), and two harbours in Blankenberge and Nieuwpoort which are mainly recreational harbours.

Fishing activities: Three harbours also host a fishing port: Oostende, Nieuwpoort and Zeebrugge. Belgium has a commercial fishing fleet of about 122 vessels at present, coming from 457 vessels in 1950 (415 in 1960, 332 in 1970, 208 in 1980).

Urban development: Development of camp sites, youthhostels, holiday homes started with the "paid holidays" in 1936. Even before the 2<sup>nd</sup> World War the first apartment buildings appeared along the coast line. Strong development directed towards mass tourism came during the 60s. The results will be seen this afternoon.

Economic activities: most important economical sector is tourism. This high importance of tourism puts a high pressure on the coastal zone: it is mainly seasonal tourism which means: traffic jams, high number of tourists concentrated in certain places, demand for accommodation, resources, mobility, etc. Also industrial activities but much more concentrated in certain areas: harbour of Zeebrugge, Oostende (with its harbour and airport).

Military activities: some areas along the coast are owned by the ministry of defence: now starting to sell certain areas, need for management agreements, problems in Westende.

Nature development and nature conservation: as all coast also our coast has exceptional nature values: policy of buying dunes, designation of dune areas + management, only one nature reserve on the beach. Coastal defence department is owner of many of about 350 ha of the coastal defence dunes. Management in co-operation with NGO's. No protection measures at sea and no integrated nature reserves (exception: IJzermonding).

## 3. Main conflicts (6 categories)

During the course of my introduction, I have already touched several problems and conflicts. If one makes an analysis of all conflicts between and within the sectors active in the coastal zone six main categories can be distinguished:

- (1) spatial use and fragmentation of open space;
- (2) decline in quality of nature, environment and landscape;
- (3) pressure caused by tourism and recreation;
- (4) visual impact caused by infrastructures;
- (5) transport problems (traffic jams, etc.)
- (6) insufficient guarantee for safety and good quality of life.

These main conflicts should be kept in mind when drawing up an action plan for the Belgian coast.



#### **4. Vision and policy for the coastal zone.**

What is the coastal policy in Belgium and what is the future vision for the coast?

As in many other countries the policies are drawn up from a sectoral basis. However, specifically for the coastal zone, very few sectoral vision are available. (1) There is the Ecosystem vision, from a nature conservation point of view, (2) the province has considered the coastal zone as a separate "space" in their spatial planning document, (3) the touristical sector is at present drawing up their touristical policy plan for the coast (ready beginning of 2002). But for some of the players there is no policy plan focusing on the coastal zone: agriculture, industry, harbours (now obliged in the new decree on harbours).

Furthermore, there is no integrated vision for the future development of the coast. The spatial planning exercise is one element of ICZM, but a lot of other factors also have a role to play (socio-economic, cultural, landscape, etc.).

The need for an integrated approach of coastal management to come to a sustainable management was emphasised in several initiatives in Belgium during the last decade:

- in 1994 there was a first initiative taken by the Flemish ministry of environment to co-ordinate the debate about specific problems: an intercabinet steering committee on ICZM was founded;
- in 1994 the vzw Natuurreservaten (nature conservation organisation, NGO) proposed a 10-point action plan for ICZM. This plan was evaluated in 1999;
- several European projects related to coastal management started in Flanders. They try to approach specific problems in an integrated way.

Despite these initiatives Belgium has still no ICZM strategy. To reach this point several barriers must be broken.

Priority barriers are:

- there is no formal structure (responsible) for ICZM;
- the competencies are fragmented amongst policy levels and amongst sector (Federal versus Flemish level);
- there is no legal frame for coastal management;
- there is a lack of monitoring of parameters in the coastal zone;
- there is a strong sectoral approach and planning;
- there is a lack of co-ordination, consultation and communication;
- there is no planning at sea.

At this very moment, there is again no certainty for continuing with ICZM: TERRA-CZM has finished, SAIL is ending this year and is not really aimed at vision development, and the minister in Brussels seems not very interested. But: within the frame of the Objective 2 programme the province would like to set up a co-ordination point for ICZM, in co-operation with the Flemish community. Tasks are: follow up international development, improve communication and consultation between sectors and policy levels, follow up the action plan, set up and follow up certain sustainability indicators, etc.

Kathy Belpaeme, March 8<sup>th</sup> 2001





# WEST-VIAANDEREN



- 3.144 km<sup>2</sup>  
(1.213,8 mi<sup>2</sup>)
- 64 municipalities
- 1.122.849 inhabitants

(e.g. Zeeland: almost  
same surface: 370.571  
inhabitants)

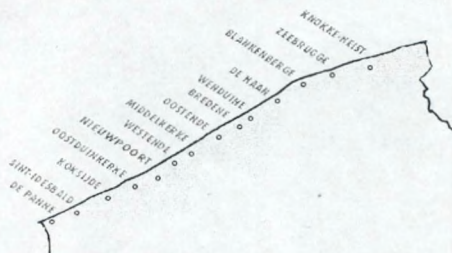






## OUR COAST

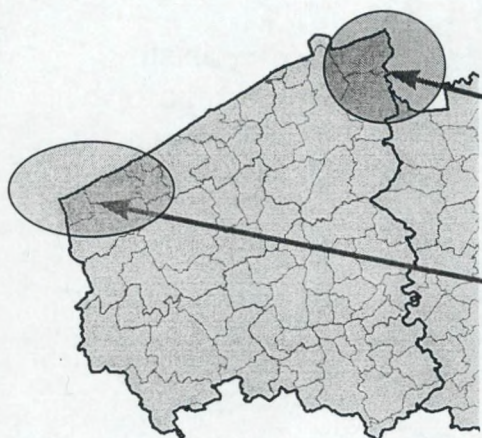
- 67 km (42 miles)
- 10 municipalities - 47.974,26 ha (185,2 sq miles)
- 15.630 ha (60 sq miles) protected nature areas
- 315.810 inhabitants
- 2 major ports: Oostende - Zeebrugge
- 18.062 ton fish per year - 630 fishermen
- 492.415 beds







## Interregional Pilot Actions



recreation and tourism  
management strategy  
in the Zwinregion

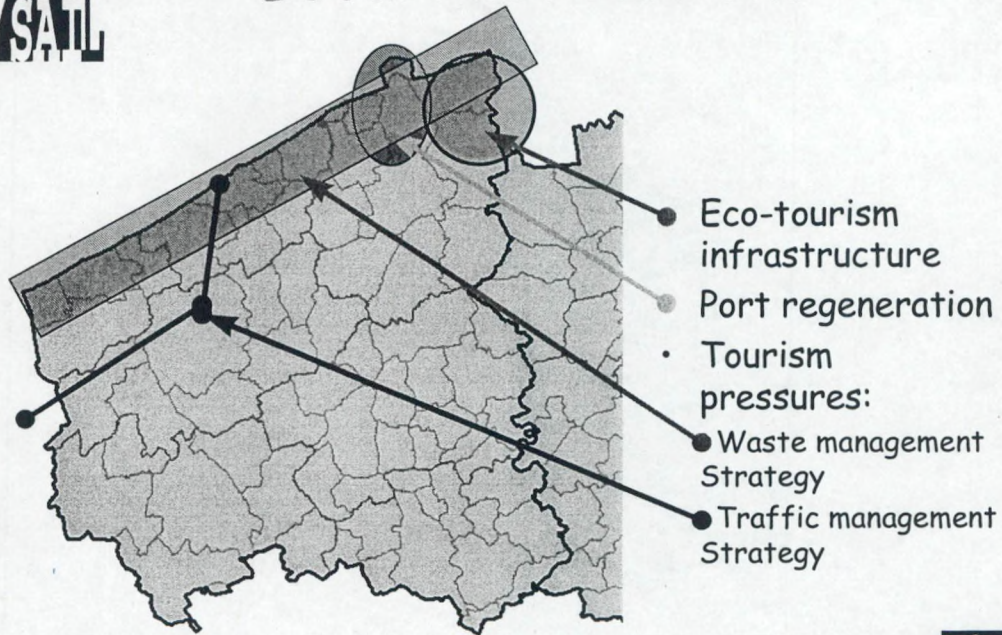
reception plan for  
visitors of the West  
Coast







## Local Pilot Actions



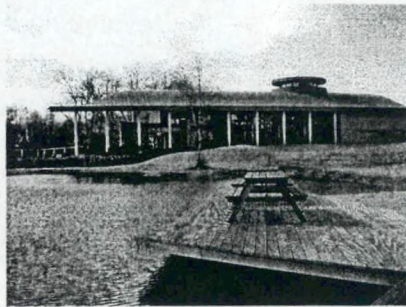




## 1. Reception plan for the visitors of the Westkust

### Goal:

try to solve the field of tension between the care for vulnerable dune complexes and the importance of the area as a recreational area for visitors and inhabitants. This can for instance be done by enhancing the reception facilities in the dune areas.







## 1. Reception plan for the visitors of the Westkust

### Timing:

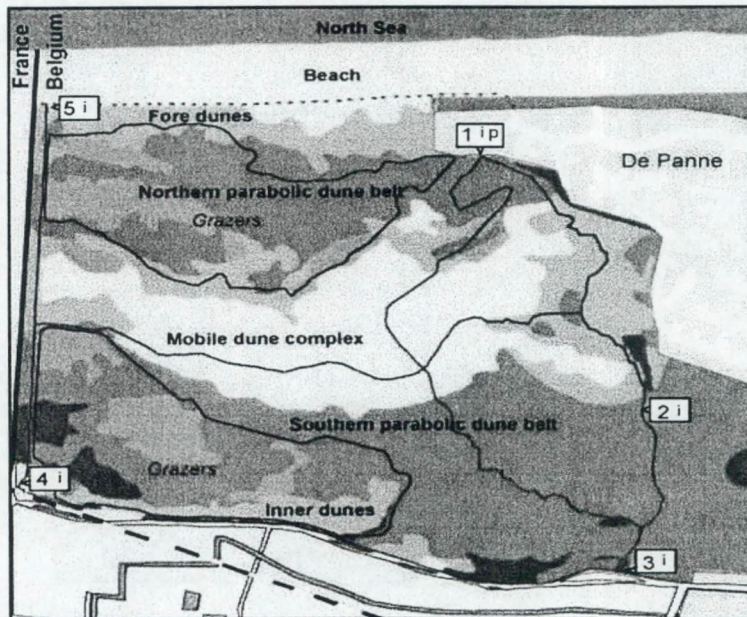
- June 2000: start of the study - inventarisation
- Aug-Sept: questioning visitors and inhabitants
- December: inventarisation-questioning completed
- Jan-March: developing reception plan
- May: presentation of the reception plan
- 2001: infrastructural works







## Westhoek dunes (340 ha)



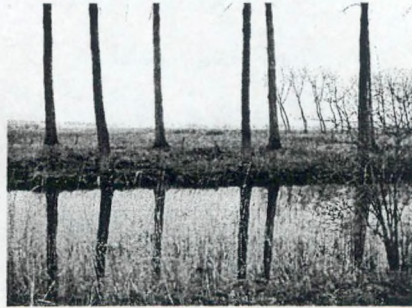




## 2. A recreation and tourism management strategy for the Zwin region

### Goal:

developing a vision for the sustainable development of agriculture, nature and tourism in this valuable landscape departing from a recreational viewpoint.







## 2. A recreation and tourism management strategy for the Zwin region

### Timing:

- June 2000: start study: inventarisation, analyse existing situation
- Dec-Feb: creating a vision for the region
- Jan-May 2001: creating the actionplan
- June-Dec: small infrastructural works and promotional initiatives





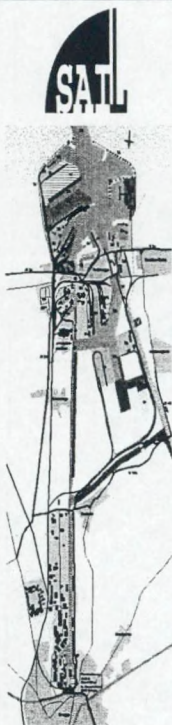


### 3. Port regeneration

The expansion of the port of Zeebrugge has taken place with relatively little reference to either nature conservation interests or the opinion of local communities







## Port regeneration

### Goal: 3. Port regeneration

- to establish a forum where all the different partners are involved and where the development of the harbour can be discussed
- to examine the influence of the harbour on social, ecological and economical aspects
- to create an actionplan

### Timing:

- June 2000: start study - phase 1
- Aug-Sep: questioning visitors/inhabitants
- Oct-Dec: questioning actors
- Jan-Dec 2001: phase 2: actionplan
- 30 March 2001: workshop







## 4 a. Waste management

### Goal:

- to re-establish the coastal project group
- try to reach for an integrated approach of the litter problem

### Timing:

- June 2000: start study - inventarisation of all the actions
- December 2000: presentation of the study
- February 2001: start of the waste co-ordinator
- Summer 2001: sensibilisation campaign







## 4 b. traffic management

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### Goal

- try to detect how people visit our Belgian coast and how this influences the traffic on this specific road. Special attention to the incoming traffic from France.



### Timing

- February 2001:  
start of the study







## 5. Eco-tourism infrastructure

This pilot action is closely related with the recreation and tourism management strategy for the Zwin region

### Goal

- enhancing the quality of the visiting experience in this area with some infrastructural works.

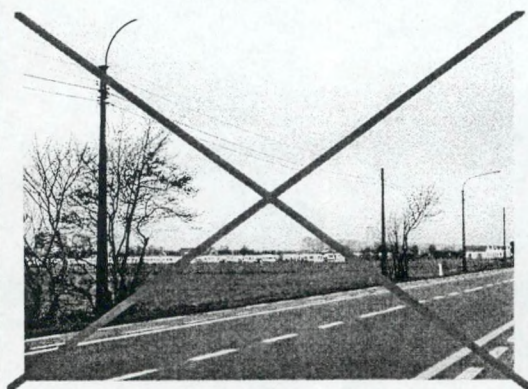
### Actions:

- integrating farms/buildings in the natural environment
- building of a bridge on the old ramparts of Damme





The End ?





## **DOELSTELLING 2 - KUST & PHASING OUT WESTHOEK**

### **1. Inleiding**

Hoofddoel van het Europese Structuurbeleid is het verminderen van de economische en sociale ongelijkheid tussen regio's. De grootste structurele uitdaging daarbij blijft het bevorderen van de werkgelegenheid waartoe de noodzakelijke voorwaarden moeten worden geschapen.

Om deze doelstelling te realiseren worden door middel van de zgn. structuurfondsen (EFRO, ESF, EOGFL, FIOV) gebiedsgerichte programma's gefinancierd waarbinnen de ontwikkelingsprioriteiten door de lidstaten worden voorgesteld:

- Doelstelling 1: regio's met ernstige ontwikkelingsachterstand (n.v.t.)
- Doelstelling 2: Regio's die kampen met structurele sociale en economische reconversie
- Doelstelling 3: Aanpassing en modernisering van beleid en systemen op gebied van onderwijs, opleiding en werkgelegenheid

Op basis van het beschikbare inwonersequivalent werden voor Vlaanderen volgende doelstelling-2 gebieden afgebakend voor de periode 2000-2007:

- industriegebied in omschakeling gesitueerd in Limburg, aangevuld met 3 gemeenten in het arrondissement Turnhout;
- plattelandszone in het zuiden van de provincie Limburg (streek rond Tongeren)
- stedelijke gebieden (delen van Gent en Antwerpen)
- kustvisserijgebied

Daarnaast kunnen de huidige doelstelling 2 en 5b gebieden genieten van een overgangsregeling. Voor West-Vlaanderen betreft dit het 5b-gebied Westhoek-Middenkust.

### **2. De kust als lineair verstedelijkt gebied**

Voor de erkenning van de kustzone werd een beroep gedaan op D2 "reconversie van de kustvisserij". Als gevolg van het Europees beleid inzake vloot-en quota beperking is er immers een structurele uitstoot van arbeidskrachten uit de sector.

De kust kent echter ook een stedelijke problematiek. Vanuit het Ruimtelijk Structuurplan wordt de kust omschreven als lineair verstedelijkt gebied. De maatschappelijke achterstelling aan de kust wordt bepaald door de gelijktijdige aanwezigheid van verschillende factoren en in die zin werd geargumenteed om de globale reconversieproblematiek te betrekken rekening houdende met:

- de werkloosheidsgraad: Blankenberge, Oostende en De Panne liggen boven het Europees gemiddelde;
- het teruglopende kusttoerisme: tussen 1993 en '97 verloor de kust bijna een half miljoen overnachtingen en kende de tewerkstelling in dezelfde periode een dalende tendens;
- een zwakke economische structuur: enkele kustgemeenten scoren slecht qua economische dynamiek (bv. een zeer lage regio-specifieke component);



- de erkenning als SIF + gemeente: vijf van de negen erkende westvlaamse SIF + gemeenten liggen aan de kust;
- jongerenwerkloosheid, jongeren in bijzondere jeugdbijstand, bestaansminimumtrekkers en weduwen, invaliden, gepensioneerden en wezen met een beperkt inkomen zijn bevolkingsgroepen die sterk aanwezig zijn in de kustgemeenten.

Op basis van deze argumentatie werd een lineair gebied afgebakend over de gehele kustlijn dat aangeduid wordt op deelgemeente-niveau (criteria: verstedelijkt grenzend aan zee, prioriteit voor de meest achtergestelde buurten) rekening houdende met het beschikbare inwonersequivalent van 83.000 inwoners. Dit betekent dat over de hele kustlijn interventies kunnen gebeuren. De belangrijkste hefboomen daarbij zijn toerisme, verbrede economische ontwikkeling, vervoer en mobiliteit en de strijd tegen de sociale uitsluiting. De globale beschikbare Europese middelen uit EFRO en ESF bedragen ongeveer 1 miljard BEF.

Daarnaast komt de huidige doelstelling 5b- regio Westhoek - die niet langer wordt erkend in het kader van de nieuwe doelstelling 2 - in aanmerking voor een overgangsregeling, de zgn. phasing-out. Gedurende de periode 2000-2005 wordt beperkte overgangssteun voorzien uit EFRO en kunnen bijkomende voorstellen worden ingediend voor financiering uit het sociaal fonds.

### **3. Enkelvoudig programmeringsdocument** (zie bijgevoegd schema)

3.1. Voor beide doelstelling-2 gebieden moet voor eind maart een meerjarenprogramma worden opgesteld onder de vorm van een enkelvoudig programmeringsdocument (EPD). Dit EPD moet volgende onderdelen bevatten:

- Analytisch deel: met een sociaal-economische analyse en een zgn. SWOT analyse (sterkten zwakten, opportuniteiten en bedreigingen voor het gebied);
- Strategisch deel: met algemene doelstellingen, strategie en prioriteiten
- Operationeel programmeringsdocument: voorgestelde maatregelen, financieringsplan (incl. additionaliteitsstoetsing), uitvoeringsstructuur (incl. partnerschapsrelaties).

De kernbegrippen bij het opstellen van het EPD zijn "strategisch" - d.w.z. dat het voorgestelde programma een antwoord moet bieden op de belangrijkste problemen in de betrokken regio op basis van een zo breed mogelijke consensus - en "geïntegreerd" - wat betekent dat zowel inhoudelijk als bestuurlijk een afstemming en integratie van doelstellingen en beleid moet worden nagestreefd. In die zin moeten de voorgestelde krachtlijnen en prioriteiten zich inpassen in het Vlaamse beleidskader en de Europese richtlijnen.

In overeenstemming met de uitgangspunten inzake bestuurlijke organisatie in het Vlaamse regeerakkoord werd de voorbereiding van het EPD toevertrouwd aan de Provincie.

3.2. Wat de concrete uitwerking van het EPD betreft wordt voor de sociaal-economische analyse een beroep gedaan op de GOM. Daarenboven werden twee technische werkgroepen opgezet (één per gebied) die zijn samengesteld uit ambtenaren van de betrokken provinciale diensten (economie, toerisme/cultuur, landbouw/visserij, ruimtelijke ordening/mobiliteit, milieu, leefbaarheid/welzijn) en een vertegenwoordiger van de GOM. Op basis van sectorale afstemming met het lokale niveau (gemeenten, streekplatforms, e.a.) worden krachtlijnen uitgewerkt en



maatregelen voorgesteld die getoetst worden aan de Europese richtlijnen (bvb. inzake milieu, gelijke kansenbeleid) en de Vlaamse beleidsprioriteiten enerzijds en hun inpasbaarheid in een geïntegreerde benadering anderzijds. De eindredactie werd toevertrouwd aan een studie bureau voor de kust en aan de GOM voor de Westhoek. De politieke toetsing gebeurt op het niveau van de Bestendige Deputatie en de Provincieraad.

3.3. Per 20 april moet het globale pakket van programmavoorstellen door de Vlaamse regering ingediend worden bij de Europese Commissie. Deze krijgt daarna 4 maanden tijd voor beoordeling en goedkeuring. Het is dus te verwachten dat begin september kan van start gegaan worden met de opmaak van concrete projectdossiers.

#### **4. Beheer van de programma's**

4.1. Op het Vlaamse niveau wordt een allesoverkoepelend Monitoringcomité opgezet dat verantwoordelijk is voor de algemene strategie en het globale toezicht op de programma's. Het staat o.a. in voor het opstellen van een algemeen beleidskader voor de gebiedsgerichte programma's, het vastleggen van criteria voor de uitvoering van de programmeringsdocumenten, de goedkeuring van criteria voor selectie van projecten, etc. en is samengesteld uit de betrokken Vlaamse ministers, een vertegenwoordiging van de Europese Commissie en adviserende leden van de provincies, sociale partners en administratie.

4.2. Het beheer van de programma's in de provincie wordt toevertrouwd aan een managementcomité met twee kamers. Per regio worden 4 vertegenwoordigers van de Vlaamse regering, 5 provinciale mandatarissen en 5 gemeentelijke mandatarissen aangeduid als vaste leden, terwijl de sociale partners, de Europese Commissie en de respectievelijke secretariaten een adviserende bevoegdheid krijgen. Beide kamers zullen onder hetzelfde voorzitterschap vergaderen.

4.3. Twee technische werkgroepen, samengesteld uit ambtenaren en vertegenwoordigers van de relevante pararegionale en -provinciale instellingen, zullen de beslissingen van de managementcomités voorbereiden.

4.4. Per programma wordt een adviesgroep in de betrokken regio geïnstalleerd waarbij de lokale actoren bij de uitvoering van het programma kunnen betrokken worden.

4.5. Per programma wordt een secretariaat opgezet in de streek. Een algemeen coördinerend secretariaat op het niveau van de Provincie staat borg voor de afstemming en integratie tussen de verschillende programma's en is het aanspreekpunt naar de Vlaamse regering toe.



# ECHOGRAPHY OF A WASTE MANAGEMENT STRATEGY AT THE FLEMISH SEASIDE

## Why? (-3bS)

- The coastal municipalities do not manage to match the governmental objectives on household waste production (maximum 220kg residual waste/inhabitant \* correction factor, for 2001)
- No tradition of co-operation amongst the coastal municipalities.

## Towards a joint strategy (SAIL year 1)

Our purpose as province, within this programme is to:

- stimulate the coastal communities to take action in this matter
- help them to achieve the goals imposed by the Flemish government
- let them stick together

## 1) A manual

= A view of the different measures that individual coastal communities have taken. It is more or less a summary of good practices, described as detailed and as practical as possible, in order to inspire the other municipalities to follow this example.

## **INFRASTRUCTURAL ACTIONS**

- introduction of reusable linen shopping bags
- waste separation on mass events
- introduction of reusable cups on mass events
- underground containers
- mini selective container parks at neighbourhood level
- compost pavilions at neighbourhood level
- tin can collectors (along tourist circuits)
- distribution of small waste bags at the entrance of nature reserves
- separate waste collection tours for small enterprises

## **JURIDICAL ACTIONS**

- building guidelines to impose storage space for separate fractions in apartment blocks
- police regulations and control



## COMMUNICATIVE ACTIONS

- campaigns to raise the awareness of tourists
- co-operation with tourist actors (like offices where you can hire an apartment)
- certificate for environment-friendly accommodation
- promotion of waste and emission-prevention quick scan for small enterprises

## ECONOMIC ACTIONS

- uniformisation of payment systems

### 2) Consultative structure

= Task Force on Waste management which gathers all the coastal municipalities, the intermunicipal bodies for waste collection and treatment, the Flemish Waste Authority and the Province

- Joint actions: Planning scheme for the Task Force.

2001	start public awareness campaign
	work out models for new regulation on municipality scale
	Experiment with new projects (selective collection and treatment of mussels, tin can crushers on sea-dikes...)
	prepare action scheme for Interreg III
2002	start joint actions with other tourist actors
	optimise control on imposed new regulation
2003	prepare uniformisation of payment systems

- Pilot projects: exchange of experiences to the Task Force. The province can grant subsidies to the municipalities that are prepared to experiment.

### 3) Engagement

= A joint declaration of co-operation signed by the political representatives of the local governments concerned, necessary to:

- raise money at the local government level for joint actions
- make sure they will co-operate at the joint initiatives
- communicate our intentions to the partners in the tourist sector



## WASTE FIGURES COASTAL MUNICIPALITIES 1999

<b>municipality</b>	<b>residual waste kg/inh.</b>	<b>Residual waste kg/inh. (corrected)</b>
<b>Blankenberge</b>	<b>561,4</b>	<b>350,9</b>
<b>Bredene</b>	<b>312,3</b>	<b>195,2</b>
<b>Brugge</b>	<b>271,9</b>	<b>226,6</b>
<b>De Haan</b>	<b>435,1</b>	<b>189,2</b>
<b>De Panne</b>	<b>549,2</b>	<b>289,0</b>
<b>Knokke-Heist</b>	<b>381,8</b>	<b>238,6</b>
<b>Koksijde</b>	<b>456,4</b>	<b>253,6</b>
<b>Middelkerke</b>	<b>534,9</b>	<b>232,6</b>
<b>Nieuwpoort</b>	<b>643,6</b>	<b>378,6</b>
<b>Oostende</b>	<b>295,0</b>	<b>245,8</b>



## COMMUNICATION CAMPAIGN :

### ☛ OBJECTIVE:

- Raise the awareness of tourists for the problem of waste that occurs during the tourist season along the Flemish coast.
- Raise the awareness of tourists for 3 specific waste problems:
  1. Tourists produce too much waste (Prevention).
  2. Tourists seem to forget the sorting rules (Recycling).
  3. Tourists don't respect the tidiness of the public domain (Tidiness).
- Communicate the engagement of the coastal municipalities to deal with these problems.

### ☛ CONCEPT

- General visual and motto, covering the total issue of waste
- Within the general message → three specific subjects, according to the 3 specific waste problems

### ☛ TARGET

- Seasonal tourists = Everybody who visits the Flemish coast during the summer period.

### ☛ COMMUNICATION CHANNELS

- *Inventory of possible communication channels:*
  - ~ Traditional media (posters, print advertisements, ...)
  - ~ Interactive media (participation to events, info-days, website, ...)
  - ~ Free advertising: typical municipality media (local bill-boards, ...)
- *Evaluation of communication channels:*
  - ↳ Different criteria: ~ Is the medium specific to the coast?
    - ~ Can the medium spread the message equally along the coast?
    - ~ Is it friendly to the environment?
    - ~ Possibility for interaction?
    - ~ ...
  - ↳ Budget, ...
- *Actual situation:*
  - *Possibility to participate to the project 'Media Consulting'.* Message on:
    - ⇒ Orientation poles: 122 poles along the Flemish coast, in every guarded zone.
    - ⇒ "Guiding nose": 72 panels on strategic points (coastguards, entrance of the beach, ...)
    - ⇒ Folders: 80.000 folders in 4 languages, distributed by coast guards, tourism offices, ...
    - ⇒ Free Publicity : presentation of the campaign to the press during a Press conference → 30 june 2001
  - *Coastal tramway:* full covering
  - *Additional media:* posters, tourist leaflets, website, ...
- *Possibilities for the future:*
  - ⇒ For example → info-container: container transformed into a travelling museum about waste.

Alexandre Lefebvre



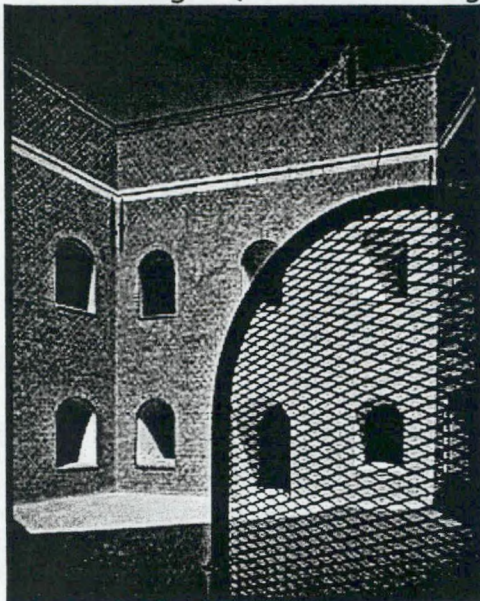
Thursday 22 March 2001

10h30 : departure by bus to Oostende

11h00 : *First stop.* Spuikom + site Oosteroever. Explanations by Jan Seys from VLIZ (Flanders Maritime Institute)



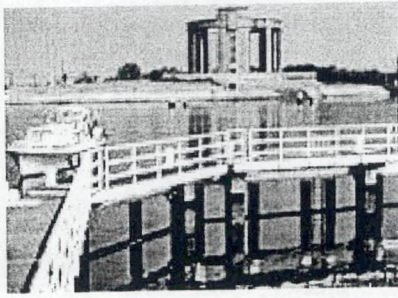
12h00 : *Second stop.* short visit of Fort Napoleon with explanations by Michel Seeger (Flemish Heritage Foundation) + sandwichlunch



13h00 : departure by bus to the Westcoast

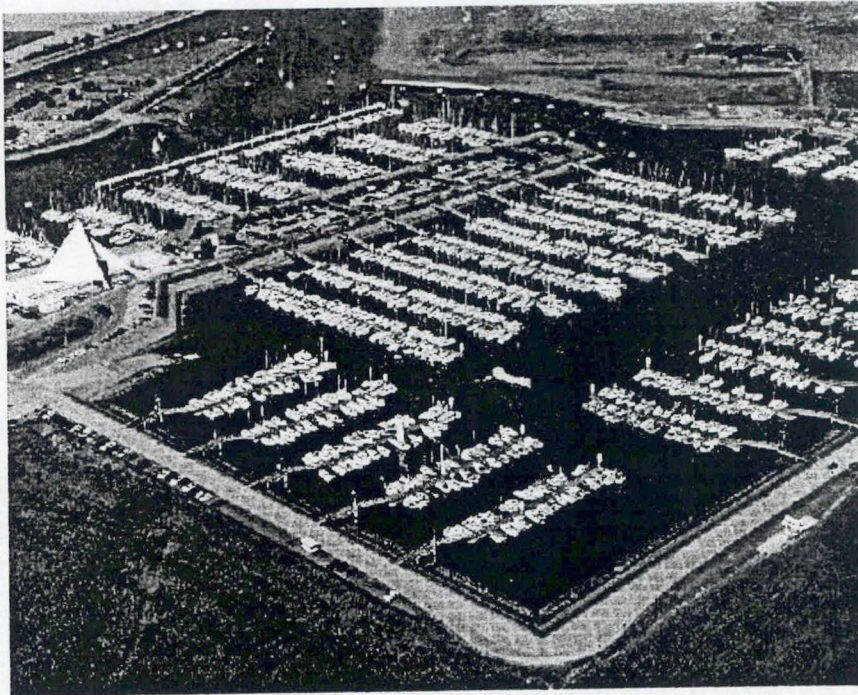
*Third Stop.* Nieuwpoort:  
explanation about Great War, fish auction,



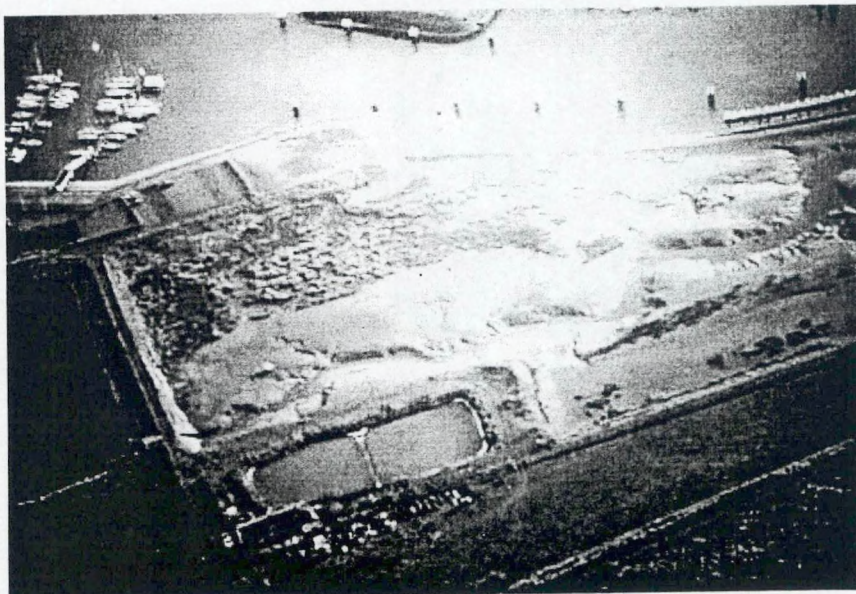


"Ganzevoet" and memorial King Albert I

the marina:

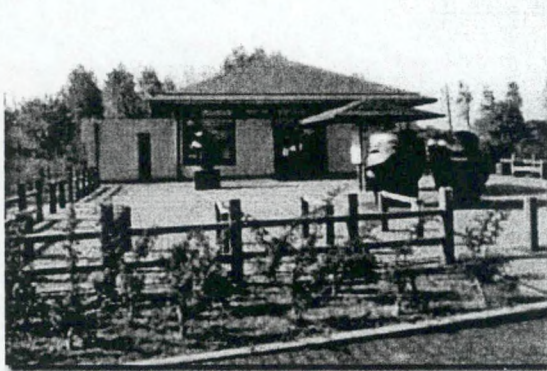


and the Yser estuary





14h00 : ***Fourth stop*** arrival in "de Doornpanne" short walk & explanations in visitor centre



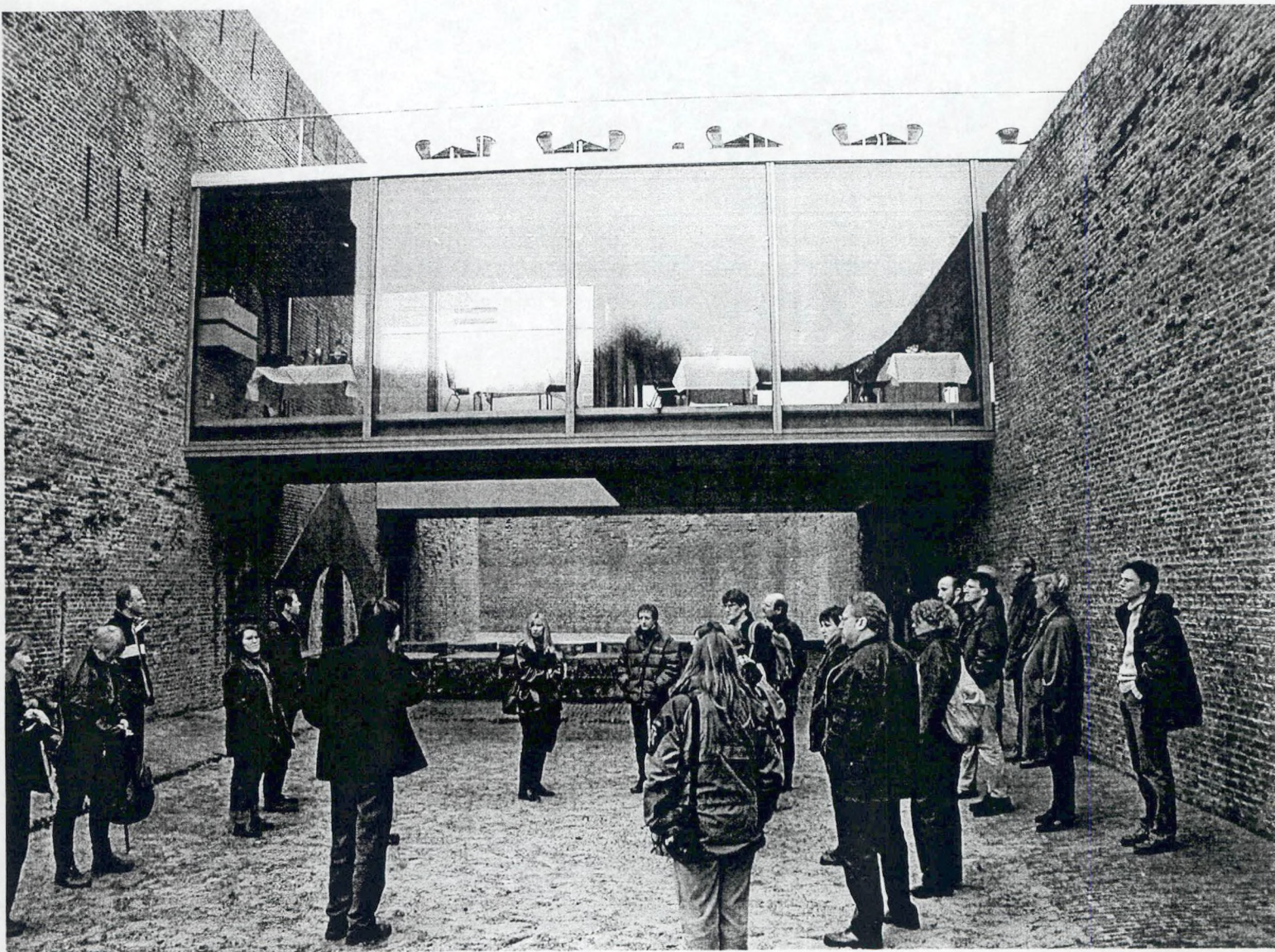
15h30 : **Fifth and last stop:** Flemish nature reserve "de Westhoekduinen" : walk + explanations by Marc Leten (Flemish Community, Nature department )



17h30 : back to Brugge

19h30 : supper in Brugge











**Friday 23 March 2001**

**Presentations  
&  
Excursions**

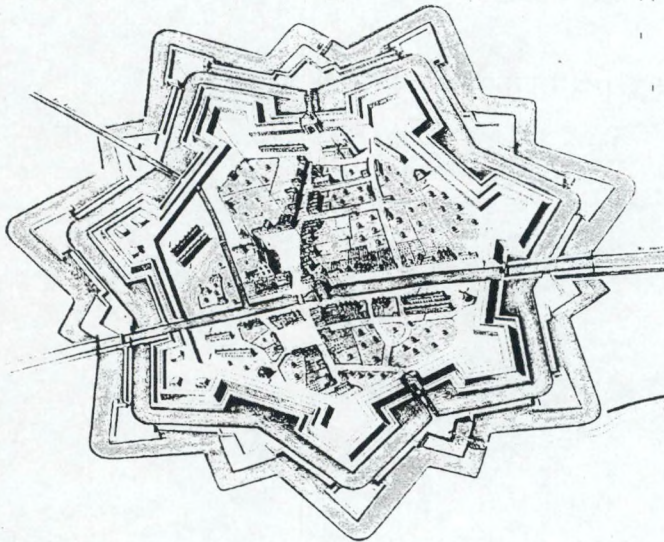


Friday 23 March 2001

8h30 : pick-up participants near hotel (Zand) - trip by bus to Damme

8h50 : arrival in Damme

*First stop.* Parking - explanation about the the star-shaped ramparts of Damme and the bridge.



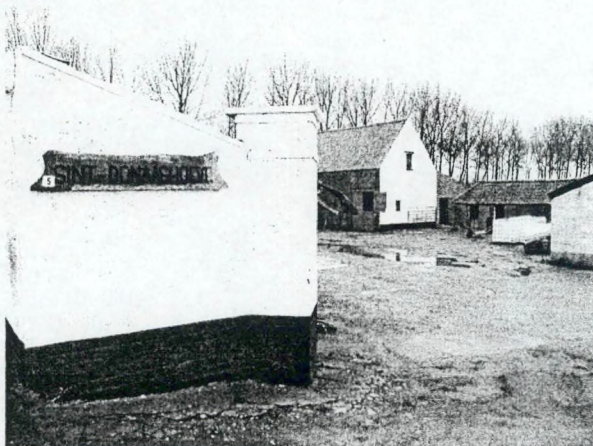
09h30 : arrival in "Huyse de grote Sterre"

- presentation project Zwin region (Michel Gilté, writer of the study)

10h00 : visit on location by bus

Explanation about siphons (explanations about the canals)

10h30 : **second stop:** Sint-donaashoeve : explanation about the landscape plans and about the fortifications of the Sint-donaasfort.



11h00 : departure to Zeebrugge, explanation about the buffer zone.



11h30 : Arrival in Zeebrugge, explanations about the regeneration of this site

12h00 : lunch in restaurant Fishbone

13h00 : guided tour in port area with Peter Norro

**first stop:** 'de fonteintjes'

**second stop:** gazpipe

**third stop:** closed factory 'carcokes'

14h30 : back to Brugge, departure participants







**Presentation Zwinstudy, Michel Gilté, 23 March 2001, Visitors centre Damme.**

**1. The development of the Zwinregion**

Between 500 and 50 before Christ, the Zwinregion was one big peat bog landscape. Near Brugge as it is now, 'de Reie' discharged into a tidal canal, which reached via Blankenberge the North Sea. Along the coast an almost closed dune belt had been formed.

**2. The early-Roman period**

In the course of history, the Zwinregion had been ravaged by storm tides. The old dune belt was put to the test each time. Existing canals eroded deeper and broader, while also new canals developed. The coastal zone changed slowly from a peat bog landscape into salt marshes. Gallo-Roman settlements arose, where existing settlements from the iron age remained.

**3. The late-Roman period and the early middle ages**

During the early middle ages, the sea entered the coastal zone again. On the basis of this breakthrough were climatic influences as well as human interventions

**4. The first dike**

In the year 838, a new storm tide raged. Afterwards the sea withdrew again. Different abbeys owned ground in the region and they bred sheep on a large scale. The first dike was erected in the 10<sup>th</sup> century to protect the hinterland.

**5. The enclosure of the Zwinregion**

The new dikes restricted the danger of new floods from the zwin estuary. To keep its connection with the North Sea, Brugge dug a canal to the zwin estuary: the old zwin

**6. The storm tide of 1134**

In the beginning of October 1134 our coastal zone was hit by a heavy storm tide. The ringdike held, but near Brugge, the water eroded a new deep, broad canal: the Zwin

**7. Damme becomes a city**

In the second half of the 12<sup>th</sup> century, by means of enclosures, they could reclaim polder after polder from the sea. Shortly before 1180, Count Filips of the Elzas, had a barrage constructed transverse the Zwincanal. Next to this barrage, a port developed which was called 'Damme' (=barrage) and which gained its city privileges in 1180.

**8. The reclamation of the coastal zone**

Between the end of the 12<sup>th</sup> century and the year 1228, the first actual polders were reclaimed to the north of the Damweg. Also around this time, the canal of the Lieve which connected Gent directly with Damme and the sea, was dug.

**9. The silting up of the Zwin**

At the start of the 14<sup>th</sup> century, the golden age of Damme was history. The zwin started, due to the many reclamations, to silt up strongly. The centre of business moved to other zwin cities like Monnikerede, Hoeke, Mude and Sluis which were closer to the sea. In spite of works of adaptation, the channel of the Zwin silted up completely.

**10. The fortresses**

During the 16<sup>th</sup> century, Brugge kept on digging canals, but this was all in vain. The city lost its connection with the sea. The war between Spain and the Netherlands which ended in 1648 with the treaty of Munster, was of great influence for the Zwinregion: dikes were cut, forts were built, borders redrawn. Damme would play a military role till far in the 18<sup>th</sup> century, but was never attacked.

**11. The age of the canals**

During the French oppression, at the start of the 19<sup>th</sup> century, The view of Damme had been redrawn completely due to emperor Napoleon. In the middle of the century, the region around Damme got the typical character of a canal landscape.

**12. The Zwinregion today**

The water management hasn't changed a lot in the 20<sup>th</sup> century. The view of Damme and surroundings is still determined by the three 19<sup>th</sup> century canals: The Damse vaart, The Leopoldcanal and the Schipdonkcanal. The industry developed strongly, mainly due to the development of the port of Zeebrugge. More than the half of the surface is destined for agriculture, in Knokke mainly arable farming, in Damme and the zandregion mainly cattle breeding.



## **Landscape-plans**

Modern evolution in agriculture (influences of European level) towards agriculture on a bigger scale has had a negative influence on the environment (for example pollution...) and particularly on the landscape.

Small landscape elements ( orchards, solitaire trees, willows, hedges, pools) disappeared because they lost their function and they simply stood in the way.

We have seen a growing interest in the countryside from a recreational point of view.

More and more people (also farmers) realised that this evolution had to be stopped.

Therefore the government (and the province) has taken many initiatives to "reconstruct" the landscape of the countryside.

One of the initiatives is: landscape-plans to integrate the farm buildings and surroundings in the environment.

We don't want to create a 'green wall' around every farm, but really 'integrate the farm in the environment'. Farms become a part of the landscape.

This means that valuable elements of the buildings are accentuated, the plantations take in concern the importance of the farm as 'working area' for the farmer (plantations may not obstruct the farmer in his work, nor influence the growing of crops in a negative way).

Another imported point of attention is the use of 'indigenous plants'!

The farmer is free to work with us. This is a 'stimulating' action.



## landscapeplan

(Selection of the candidate-farmers was linked with the proximity of a tourist cycling route).

We worked out **5 pilot landscapeplans**.

Cost for one plan: maximum 100.000 BEF

### Step 1:

A landscape architect draws the plan in consultation with the farmer. So we can integrate the will to 'work' and to 'integrate'.

The architect has been paid by the government (project).

### Step 2:

The work is done by the 'landschapswacht' (= a social 'rework' project). These people are paid by the government (project).

The government (project) pays also the plants and the materials.

### Step 3:

The government (project) pays two years of maintenance.

### Step 4:

The farmer has to keep the plantations at least 10 years (contract). Therefore he can count on a little financial help of the local government.

Kristof Verhoest

4/04/01







1990